



SECOND EDITION.

The China Mail.

ESTABLISHED 1845

M. NUNEYA
JAPANESE PHOTOGRAPHY
All kinds of Photographs
Work done in latest style
Developing and Printing
AMATEURS & PROFESSIONALS
11, QUEEN'S ROAD
CENTRAL.

No. 15,487.

號八十月十年二十一萬九千一第

HONGKONG, FRIDAY, OCTOBER 18, 1912.

子壬大歲年元國氏華中

PRICE, \$3.00 Per Month.

Mrs. ELLAN'S CELEBRATED Poudre - Charmante -

A delicately perfumed
face powder of the
highest quality and
purity.

Price \$1.00 per box.

SOLE AGENTS:

A. S. WATSON & Co., Ltd.

CHEMISTS, DRUGGISTS AND
PERFUMERS
TO HIS EXCELLENCY THE
GOVERNOR.

POPULAR -

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.
Hongkong, January 2, 1912.

RAILWAY EXTENSION IN JAPAN.

During the next month the Imperial
Government Railway Department will
open three new lines to traffic. One, 14
miles long, between Tanami and Aomura;
on the Tetsu line, will be opened on the
10th instant; an extension of nine miles
will be opened on the 25th on the Iwate
line, between Otsu and the Iwate;
and on November 10th an extension of ten
miles will be opened on the Teishu line,
between Hokkaido, between Otsu and
Oshika—Japan Gazette.

It is stated that efforts are being
made to raise capital for an electric
supply company at Fushan.

The Commissioner of the Interior was
petitioned, a survey of some sort carried
out and a report submitted pointing out
that Fushan was outside the limits of the
Canton Electric Co.

The new company has received decisions
to approach the Public Works De-
partment for permission to start work on
the project.

A steamer of 2,000 tons deadweight,
building on the Continent, which was
contracted for in January for £17,500,
has been sold for £19,500, which gives a
fair indication of the rise which has taken
place recently in the value of shipping.
In December last a steamer of 5,105 tons
gross, built in 1906, was sold for £292,250;
while in March this year £25,000 was
offered, and refused for a sister vessel.
In January this year a steamer of 4,705
tons gross, built in 1911, was sold for
£20,500, while in June a sister vessel was
disposed of for £25,000. A steamer of
5,344 tons gross, built in 1901, was sold
in January for £21,950, and in May a
vessel of the same deadweight and age
was purchased for £24,000. A steamer
carrying 3,450 tons deadweight, and built
in 1888, was sold recently for £7,500, and
within a week was re-sold for £8,250.
The owner has since received an offer of
£10,000 for the vessel.

NO OPIUM IN CHAMBERLAIN'S COUGH REMEDY.

THERE is not a particle of opium or
other narcotic in Chamberlain's
Cough Remedy, and never has been since
it was first offered to the public. It is as
safe a medicine for a child as for an adult.
For sale by all Chemists and Druggists.

Business Notices.

One Steam Launch For Sale.

W. S. Bailey & Co., Ltd.
KOWLOON BAY.

TELEGRAM

Received on 11. 11. 11 from LONDON.

We beg to inform you ROYAL WARRANT AWARDED

our Company for Milk.



TRADE MARK

CONDENSED MILK.
MILKMAID STERILIZED NATURAL MILK
EVAPORATED CREAM.

On Sale at All Stores.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.	
HONGKONG TO CANTON.	CANTON TO HONGKONG.
SATURDAY, 19th OCTOBER.	
8.00 A.M. 'HONAM.'	8.00 A.M. 'HEUNGSHAN.'
10.00 P.M. 'FATSHAN.'	5.00 P.M. 'KINSHAN.'
SUNDAY, 20th OCTOBER.	
10.00 P.M. 'KINSHAN.'	4.00 P.M. 'FATSHAN.'

HONGKONG-MACAO LINE.	
S.S. 'SUI TAI' Tons 1161.	S.S. 'SUI LUN' Tons 1161.
HONGKONG TO MACAO.	
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.	
Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.	
MACAO TO HONGKONG.	
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 9 P.M.	

EXCURSION TO MACAO.
SUNDAY, 20th OCTOBER.
The Company's Steamship "HEUNGSHAN,"
will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 A.M.
and return from Macao at 3 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street
Wharf.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. 'HOI-SANG,' 457 Tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION
COMPANY, LTD., AND THE LUNO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. 'SAINAM,' 568 Tons, and S.S. 'NANNING,' 565 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days
at 8.30 A.M. Round trips take about 6 days. Passengers can return to Hongkong or
vice versa by the Company's direct steamers "LINTAN" and "SANGU." These vessels
have superior Cabin accommodation and are lighted throughout by electricity. Electric
Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor).
Opposite the Blake Pier.

CHEN KWONG & CO., LD

GENERAL IMPORT &
EXPORT.

CANTON'S LARGE
WHOLESALE & RETAIL
STORE.

FURNITURE, Drapery, Groceries,
Bowl and Soap.

Makers of Jewellery, Lacquerware,
Crockery Ware.

Ironmongery, Wine and Spirits.

Foreign Goods for gentlemen made to
order by our own tailors.

Large assortment of Chinese Silks and
Foreign Goods of every description.

All goods sold at reasonable prices.

The Cheapest and Best place in Canton to
buy Chinese and Foreign Goods.

SUP. PAT. POO STEEL.

212, No. 1408. CANTON.

Opened, August 1, 1911.

SINGON & CO.

ESTABLISHED A.D. 1890

IRON, STEEL, METAL, and HARD-
WARE MERCHANTS, Wholesale and
Retail Ironmongers, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchangers. Nos. 35 and
37, Central Market, Telephone No. 515.

Hongkong September 4, 1909.

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Business Notices.

P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA,' (8,000 Tons)
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
DIRECT, WILL LEAVE HONGKONG ON MARCH 29th, 1912, CALLING
AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR,
AND IS DUE TO ARRIVE AT—

MARSEILLES APRIL 26th.

LONDON MAY 3rd.

The Accommodation in this Vessel is at the

entire disposal of Passengers from the Far East.

FARES TO LONDON—

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd " £48.8 " £72.12 "

For Further Particulars, apply to

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, September 2, 1912.

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Business Notices.

GREEN ISLAND CEMENT CO., LD PORTLAND CEMENT

in Casks of 375 lbs. net.

in Bags of 250 lbs. net.

Shewan, Tomes & Co

GENERAL MANAGERS

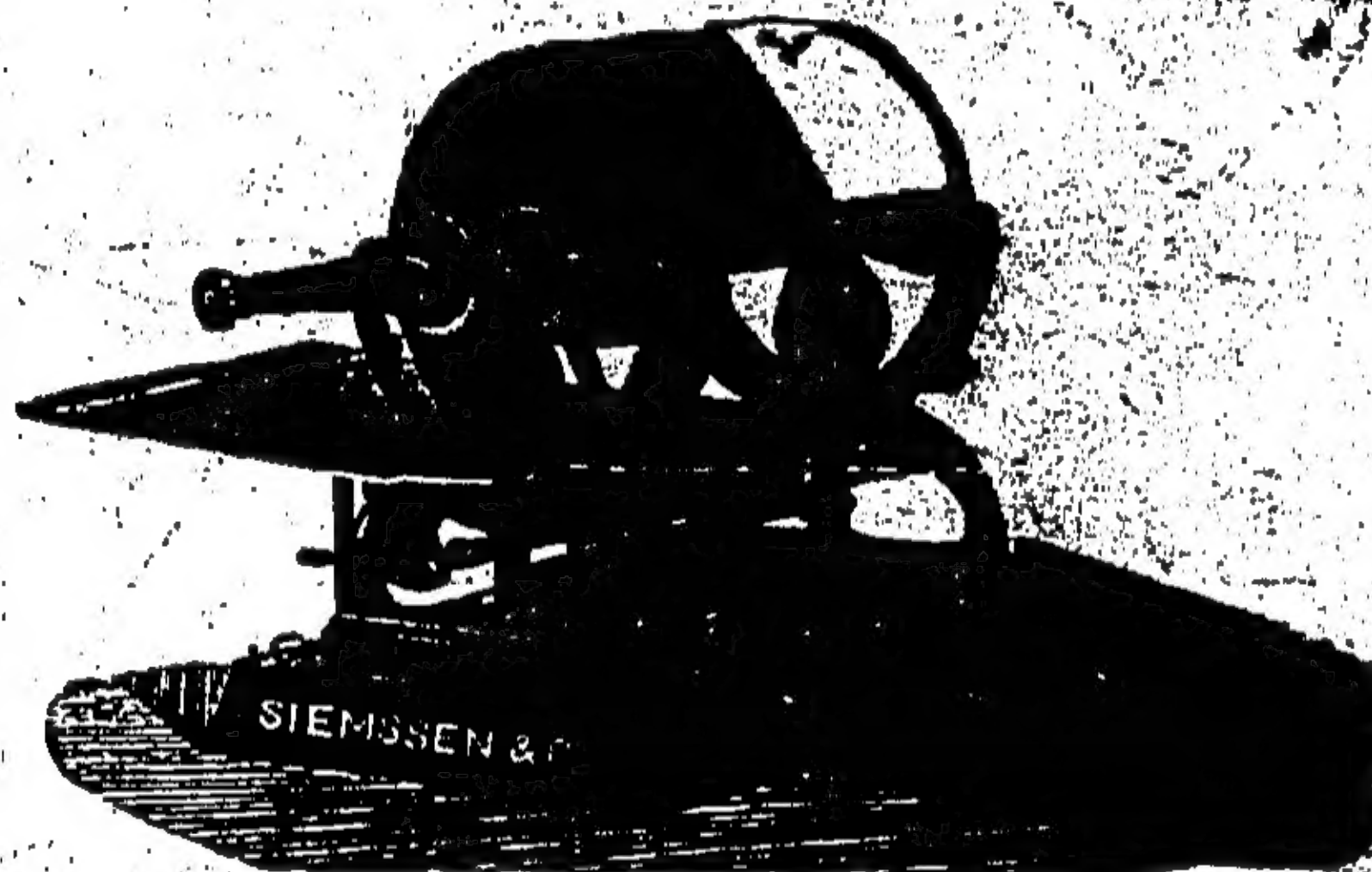
NEW! AUTUMN GOODS OCTOBER, 1912.

FAIRALL & CO.

ARE SHOWING

New Tweed Costumes,
Silk Golefers Millinery,
American Shoes.

A VERY LARGE ASSORTMENT OF
DAY AND EVENING WEAR.



ELLAM'S B. 19 ROTARY DUPLICATOR.

Has achieved a success unequalled by any other Rotary-Duplicator. This is due to
simplicity of working and the excellence of fixing of the parts. It has caused a complete
revolution in Duplicating, and the production of perfect copies by the Rotary-Making
is now a certainty.

From a well written original any boy can make thousands of copies on any paper,
and each one will be perfect.
There is absolutely nothing to go out of order, and the apparatus is always ready
for use.

There is a mechanical device which allows the copy to be made in any position on
the paper.

The pressure-roller is regulated by a simple lever, and the arrangement is so made
that it is impossible for the operator to have difficulty with his work.

The printing cylinder is geared so that one turn of the handle makes a copy.

A most important advantage ELLAM'S B. 19 possesses is that the ink never
dries and runs out over the Duplicator as on other machines.

The ink never dries on the roller or pads, and copies can be made on any kind of
paper. Moreover, this ink does not stain the hands in any way.

There is no peculiar or complicated fastening of the stencil-sheet to the Duplicator.
The ELLAM'S B. 19 Duplicator is so absolutely simple that it requires no
experience whatever to produce perfect copies from it—there is no calculating or
uncertainty of paper.

The Machine is fitted with an automatic Copy-counter recording instantly the total
number of copies taken.

We stock three different kinds of this Duplicator:

1—For duplicating typewritten documents. Price \$10.

2—For duplicating both type and handwritten documents. Price \$12.

3—For duplicating both type and handwritten documents with
self-feeding attachment. Price \$15.

Complete with all supplies ready for immediate use.

Considering the excellent workmanship of the apparatus, the prices are very
reasonable and compare most favourably with any Duplicator on the market.

We guarantee that the Machines will give complete satisfaction.

SIEMSEN & Co.,

MACHINERY DEPT., HONGKONG & CANTON.



"BOHT DEUTSCHES BIER"

KUPPER BEER

LIGHT AND REFRESHING
FAMOUS THROUGHOUT THE EAST

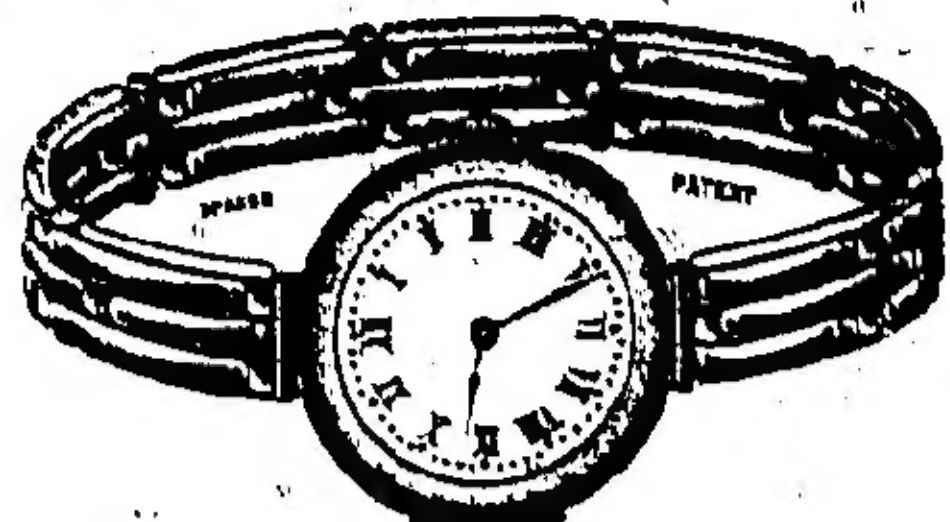
SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

ESTABLISHED 1874

Hongkong, Sept. 24, 1912.

Intimations.

The 'X' PANSO'
Patent Double Expansion Watch Bracelet.

G. FALCONER & CO., LTD.,
HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c. OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1903. 1788

MEE CHEUNG

ART PHOTOGRAPHER
ICE HOUSE STREET,
BRANCH OPPOSITE CITY HALL.

Fashionable Xmas and New Year Cards.
LATEST SELECT VIEWS OF HONGKONG AND CANTON.

WE solicit your kind patronage of our leading blends of
WINES AND SPIRITS.

ONLY the very best kept at prices that astonish our rivals.

A trial will convince you that THE HOUSE that
supplies your needs is the

WING ON CO.

TELEPHONE 189. CONNAUGHT ROAD
Hongkong, August 15, 1910.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
at 100 feet long.
Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 458.
Shipyard, Shum-Sui-Po, Kowloon, Hongkong. Telephone No. K. 9.
Estimates furnished on application.
WONG PING WA, Manager.
Hongkong, April 1, 1912. 456

Queen Mary and King George

Chocolates in tins.

New Consignment.

Weismann, Limited.

Hongkong, July 30, 1910.

WHITE ANTS.

AVENARIUS CARBOLINEUM

THE BEST

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND

LASTING PROTECTION

AGAINST

WHITE ANTS.

GOVERNMENTS AND OTHER TESTIMONIALS

SOLE AGENTS:

MELCHERS & CO.

THE CHINA MAIL

COMBINED COLOURED
TYPHOON MAP & GUIDE

Showing tracks and daily progress of the big Typhoons
during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents.

From the CHINA MAIL OFFICE

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COA DEPARTMENT.

SOLE PROPRIETORS OF TAKA
SIMA OCHI MUTABE, YO-
SHINOTANI HOJO, KANADA,
NAMAZUTA, SATO, SHINNEW
and KAMITAMADA Galleries.

AGENTS for KIRIHADAKI, SAKITO,
and OYUBARI COALS.

HEAD OFFICE—TOKYO.
BRANCH OFFICES—
Nagasaki, Moji, Karatsu,
Wakamatsu, Otsu, Muroran,
Kobe, Osaka, Shanghai,
Hongkong, Hankow.

Tr. ADDRESS for above: IWASAKI,
Cable:—A1, ABC 5th Ed., Western Union

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHUNKIANG: Messrs Gearing &
Co.

MANTLA: Messrs Macdonald &
Co.

SINGAPORE: Messrs Borneo Co
Ltd.

For particulars apply to

K. SHIBUYA,
Manager,
No. 2, PRINCE STREET,
HONGKONG. 416

MINISTERING CHILDREN'S
LEAGUE.

UNDER the Patronage of His Ex-
cellency THE GOVERNOR AND
LADY MAY.

A BAZAAR and FANCY FETE will
be held (by kind permission of Comman-
dant and Officers) Hongkong Volunteer
Corps) on the Volunteer Parade Ground,
on SATURDAY, October 19th, from 2.30
to 6.30 P.M.

MANY NOVELTIES
suitable for Christmas Presents.
3.30 P.M.—Children's Play.

"SNOWWHITE and THE SEVEN DWARFS,"
6 P.M.—Cinematograph Entertainment.

If wet, the Bazaar will be held in the
Volunteer Band-Quarters.

Proceeds to be divided amongst various
local charities for children and the Hong-
kong Club in the M. C. L. Home at Otter-
shaw Survey.

NO CHITS TAKEN.

Admission Adults..... 20 cents.
Children..... 5 cents.

Hongkong, October 3, 1912. 1397

CANTON-KOWLOON RAILWAY.

NOTICE.

THE PUBLIC is hereby notified that on
and from November 1st proximo
HOT BREAKFASTS and other Meals and
Refreshments may be obtained by passen-
gers travelling by the Through Express
Trains leaving Kowloon for Canton daily
at 8.15 A.M. and 2.40 P.M. and from Canton
to Kowloon by the 7.45 A.M. and 2.55 P.M.
Trains.

By Order,
H. P. WINSLOW, Manager,
British Section,
Canton-Kowloon Railway.

By Order,
THE ADMINISTRATION,
Chinese Section,
Canton-Kowloon Railway,
Kowloon, October 17, 1912. 1323

NOTICE.

WE have this day authorized Mr.
NORMAN CALDERICK MAC-
GREGOR to sign our Firm by procuration.
CALDERICK, MACGREGOR & CO.
Hongkong, October 16, 1912. 1322

NOTICE.

TRAFFIC DAY.

PUBLIC MEETING.

A MEETING, open to all, will be held
at the CITY HALL on MONDAY
next, the 21st October, at 10 P.M., under
the auspices of the Hongkong Branch of
the Navy League.

H. K. POLLOCK,
Hongkong, October 17, 1912. 1394

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY
MEETING of Shareholders will be
held at the Office of the Undersigned, on
WEDNESDAY, the 23rd instant, at Noon.
THE TRANSFER BOOKS of the Com-
pany will be CLOSED from 9th to 23rd
October, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.

Hongkong, October 1, 1912. 1244

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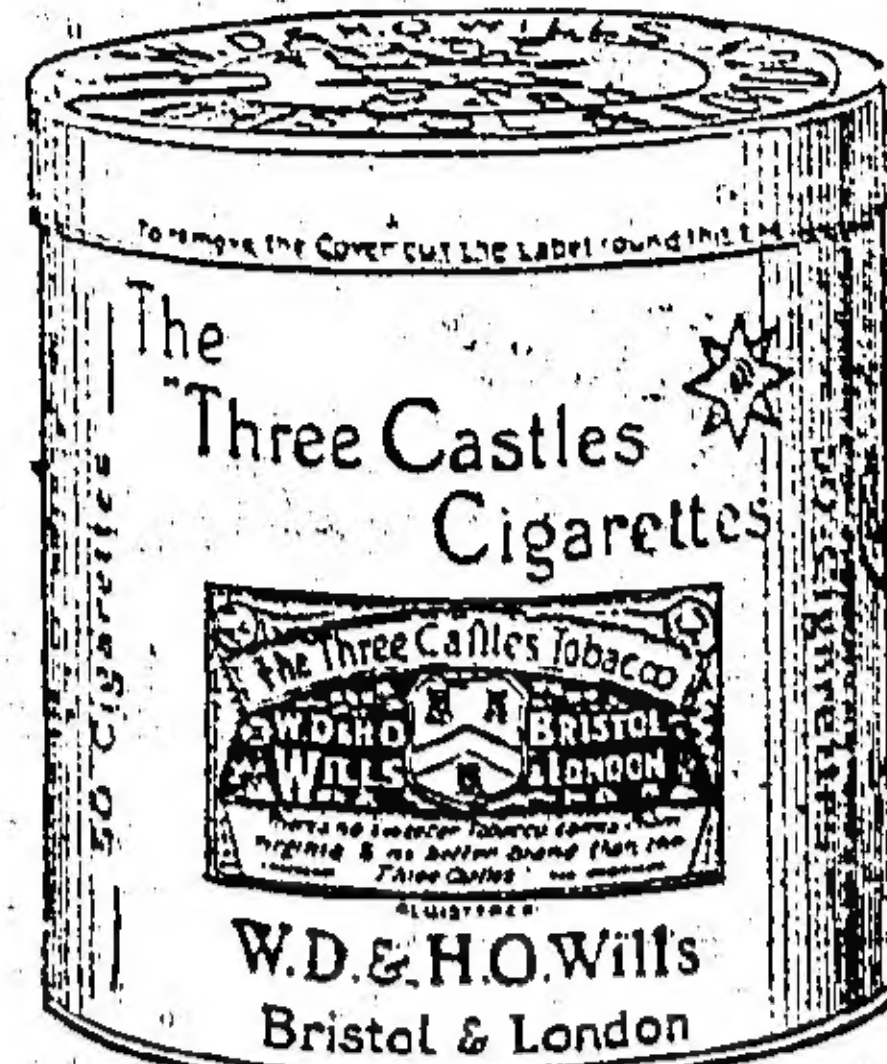
JARDINE, MATHESON & Co., Ltd.,
General Agents.

Hongkong, October 1, 1912. 1244

A NEW DEPARTURE.

Handsome Pictures Free.

W. D. & H. O. WILLS of BRISTOL & LONDON, have arranged to give
away free, in exchange for Coupons now being packed with their old and well-known
brand of the "THREE CASTLES" Cigarettes, photographic reproductions of High
Art Pictures.



These handsome plate marked photographs measure 15" x 20", and contain no
advertisement whatever. Anyone interested in art should not fail to secure a set of
these photographs, which are strictly high class in every particular.

REMEMBER THE BRAND "THREE CASTLES."

REMINISCENCES OF OPIUM.

Story of One Who Sailed the
China Seas.

After a long life spent trafficking up and
down the seas, full of adventures in out-
of the way nooks and corners of the earth,
there is lying quietly in Chatham-avenue,
Hoxton, a grey-bearded man of nearly 80,
named William Burke.

To a "Star" man Mr Burke recalled
some of the memories of his earlier days.

"I was reading in 'The Star' a day or
two ago," he said, "something about the
late Sir Edward Sassoon, and the death
duties on his property. That reminded
me of the time when I was in the employ
of the Sassoon family, in the opium trade."

"I was a smart young fellow then,
about 24 and that's 53 years ago. For two
years previously I had been third engineer
on the James Hartley, a 400-ton ship
belonging to the West Hartlepool Steam
Navigation Company."

"We traded between Calcutta and Hong-
kong with opium, and I can tell you, it
was no armchair business, with those
wicked-looking Chinese junks hawking
around us."

"Sometimes we used to lie in Calcutta
Harbour for weeks, waiting for the opium
to come down by bullock cart from Patna
and Benares. Then we would get under
way for Penang, Singapore, and Hongkong."

OUTRACING THE PIRATES.

"The bulk of our cargo was, as a rule
for the latter place, and it was in the
Straits of Malacca and off the Chinese coast
that we ran most risk from the pirates."

"Nasty-looking craft they were, all
painted with red figures. But, as a rule,
we were too fast for them, and they were
scared of attacking us."

"You see, on the James Hartley we
carried a big 20-pounder on the fore-top
and two 4-pounders on the poop, as well as
an expert gunner. Then our after-saloon
was an armory of rifles and ammunition,
and they knew that."

"Their only weapons were a kind of
boarding pike, a bamboo pole tipped with
a spear head, and they are not much good
against powder and shot."

"But the smaller ships using those
waters were not so fortunate, and the
pirates reaped a rich harvest."

"After I'd been on the James Hartley
for two years she was sold to David
Sassoon and Co., and I went over with her."

"Our captain was named Hook, and we
carried a chief mate, two second mates,
three engineers, of which I was one, and
18 crewmen, as well as about 40 Malay
sailors, and any amount of stewards."

"In October, 1859," continued Mr
Burke, "we left Nagasaki with a cargo of
opium, bound for Shanghai, and, of
course, a safe full of bullion from our
opium sales."

"On the 19th of the month in the
evening we ran on to the Tonki rocks,
70 miles north of Hongkong, and were
wrecked."

"Very soon the aft part of the boat was
full of water, while the fore part was firmly
aground."

"Some of us managed to get on to the
rocks and make the ship fast, and then by
means of a 'boom' chair I passed along a
hawser, the ship's company got off safely
with the exception of three."

FRIGHTENED BY UNLOADED MURKERS.

"Of course, as soon as they saw we were
in trouble about 40 or 50 junks crowded
about us, but we kept them off with a shot
of our muskets, although we had no
powder."

"At last a trading junk came and took
me off, but once on board her captain made
us sign a contract to pay him 30,000 dollars
when he was safely landed. I don't know
whether he got it or not," said Mr Burke.

"We got to Hongkong safely, and I
stayed there for a time."

"While there, Captain Hook told me
that the gunboat Bustard had been offered
him by the Admiralty of the Port, Sir
Michael Seymour, to help in raising the
hullion, which was under water, and I
agreed to go down to locate it."

"It was under the poop, and to get it
out the deck had to be cut away. Then
I went down and put a chain round the
screw and it was hauled out."

"The junk was repaired, with a slight
tweak, and I then went into the safe and found
the silver coin, which was taken on by the
gunboat and sent to Hongkong."

"But," said Mr Burke, "a little
time later, I got nothing for my trouble,
and I had to pay my own way home from
Hongkong to Southampton. I don't think I
shall do it again."

A BALLAD OF BLAKE PIER.

[BY "THE CRUMBLER."]

I strolled along the Harbour side,
The Fringe of Hongkong,
And gazed upon the Great Unwashed,
A weird and moody throng.

They sprawled across the pavement,
And they blocked the public way;
They didn't seem to mind the dirt
In which they calmly lay.

"And who are these?" I asked a friend,
"And do they own the place?"
He pointed much my ignorance,
I saw it in his face.

"You evidently do not know,"
My friend replied with scorn,
"That these are British Citizens,
And some of them free-born."

"They toil not neither do they spin,
And yet I like them much,
Because they give each landing-stage
The Oriental touch."

"Some lie full-length upon the seats,
Some squat upon their haunches,
Expectorating, as they watch
The sampans, junks, and launches."

"But, surely, that is not allowed,
In this, a British Port?"
My friend, with ill-disguised contempt,
Said: "Nothing of the sort!"

"With rights of private citizens
You cannot interfere."
—And that is why the coolie-class
Monopolize Blake Pier!

CANTON MISSION NOTES.

A dormitory with provision for a hun-
dred beds, built with funds provided by
Chinese friends of the institution, is near-
ing completion at the Canton Christian
College. This is the third building of its
kind erected by Chinese subscriptions, and
a sum of \$3,000 Max. is in hand for a
fourth. Another addition to the College
buildings is to be made, Mrs. McCormick,
of Chicago, having given funds for a resi-
dence for a Chinese instructor. Mr. Chan
Tao Ng will occupy the building.

The death occurred at Canton on October
3 of Mrs. Sara Manatt Cadbury, wife of Dr.
William W. Cadbury of the University
Medical School. Mrs. Cadbury, who passed
away after an illness extending over a few
weeks, only came to China in February,
this year. The missionary "News Letter"
speaks eulogistically of Mrs. Cadbury's
work at the Christian College.

The Christian community of Hongkong is
mourning the death of Dr. Samuel Mac-
carty Jackson, D.D., LL.D. As president
of the trustees of the Canton Christian
College he took a very keen interest in the
institution but his work there was but a
small part of his activities. The College
benefits to the extent of \$15,000 gold and
his will.

After nine hours' fumigation of the
China Navigation steamer Shengking on
October 3, three hundred and twelve dead
rats were taken from the vessel's ladders
and the foremast of the crew.

A fire broke out in Kowloon harbour
on October 3 on board the Nippon Yusen
Kaisha steamer Tokomi Maru, 3,412 tons,
which was not extinguished before a good
deal of damage had been done to the
cargo by fire and water. The structural
damage to the ship is believed to be
slight.

The Man Who
Gets There

Is the man who has blood-
red, red, red blood,
and plenty of it—in his body.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

makes blood—lots of it—life-
giving, brain-strengthening,
strength-replenishing blood.

OF ALL CHEMISTS

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slight.

Intimations.

TWO NIGHTS ONLY.

THEATRE ROYAL.

October 18th and 19th.

THE MUSICAL PLAY

"THE COOK"

AN IDYLL OF THE PEAK

BY

Lieut. R. M. CROSSE.

TO BE PERFORMED BY A

Grand Variety

Entertainment.

Doors open 8.45. Commence 9.15.

Reserved Seats \$3. Unreserved \$2 & \$1.

Soldiers & Sailors in uniform 50 cents.

Booking at MOUTRIE & CO.

Hongkong, October 5, 1912. 1269

THEATRE ROYAL.

RAYMOND TEAL

AND HIS

BIG MUSICAL

COMEDY CO.

TWO NIGHTS ONLY.

Monday, Oct. 21:

"TOM AND JERRY."

Tuesday, Oct. 22:

"MY FRIEND FROM

AUSTRALIA."

PRETTY SHOW GIRLS

Intimations.

HUMPHREY TAYLOR'S LIQUEURS.



GARNER, QUELCH & Co.,

TELEPHONE 636.

Sole Agents.

LYONS

BLUE BLACK, SCARLET AND CHECKING INKS,

GLUCINE,

(The finest mucilage on the market).

Obtainable only from

STERNBERG'S (SUB-AGENTS),
OLD POST OFFICE BUILDING

Sole Agent for Hongkong and South China:

H. STEPHENS,

19, QUEEN'S ROAD CENTRAL.

Hongkong, April 17, 1912.

HONGKONG

PARIS TOILET,

No. 13, QUEEN'S ROAD CENTRAL
(UNDER THE ASTOR HOUSE).The Leading Ladies' and Gentlemen's Hairdressing (Saloons)
in the East.

LARGE STOCK OF PERFUMERY AND TOILET REQUISITES OF FIRST-CLASS MANUFACTURE.

ALL KINDS OF ARTISTIC HAIR WORK DONE.

J. O. Sepless, Proprietor.

DON'T LOOK Worried, thinking
what to send HOME for CHRISTMAS. Nothing could be
appreciated more than the undermentioned Presents:—

Finest Hankow Tea.

5lbs. nett \$9.00. 7lbs. nett \$11.50. 10lbs. nett \$15.00

Chow Chow. Cumquat.

Half dozen 5lbs. Jars \$11.00 Half dozen 5 lbs. Jars \$13.00
One " 2 1/2 lbs. " \$11.50 One " 2 1/2 lbs. " \$13.50

Finest Preserved Ginger.

Half dozen 5 lbs. Jars... \$15.00
One " 2 1/2 lbs. " ... \$15.50

These Prices are inclusive of all duties and charges so that the goods are delivered
ABSOLUTELY FREE TO ANY TOWN THROUGHOUT GREAT
BRITAIN.

DESPATCHES:—

S.S. HITACHI MARU ... leaves 9th Oct. due in London 21st Nov.
" PALMA ... 17th Oct. " 1st Dec.
" MIYAZAKI MARU ... 18th Oct. " 3rd Dec.
" NANKIN ... 30th Oct. " 15th Dec.
" KITANO MARU ... 6th Nov. " 18th Dec.
" NYANZA ... 13th Nov. " 23rd Dec.

All orders will have our careful and prompt attention.

CHINA EXPRESS CO.,

J. TAYLOR, Manager.

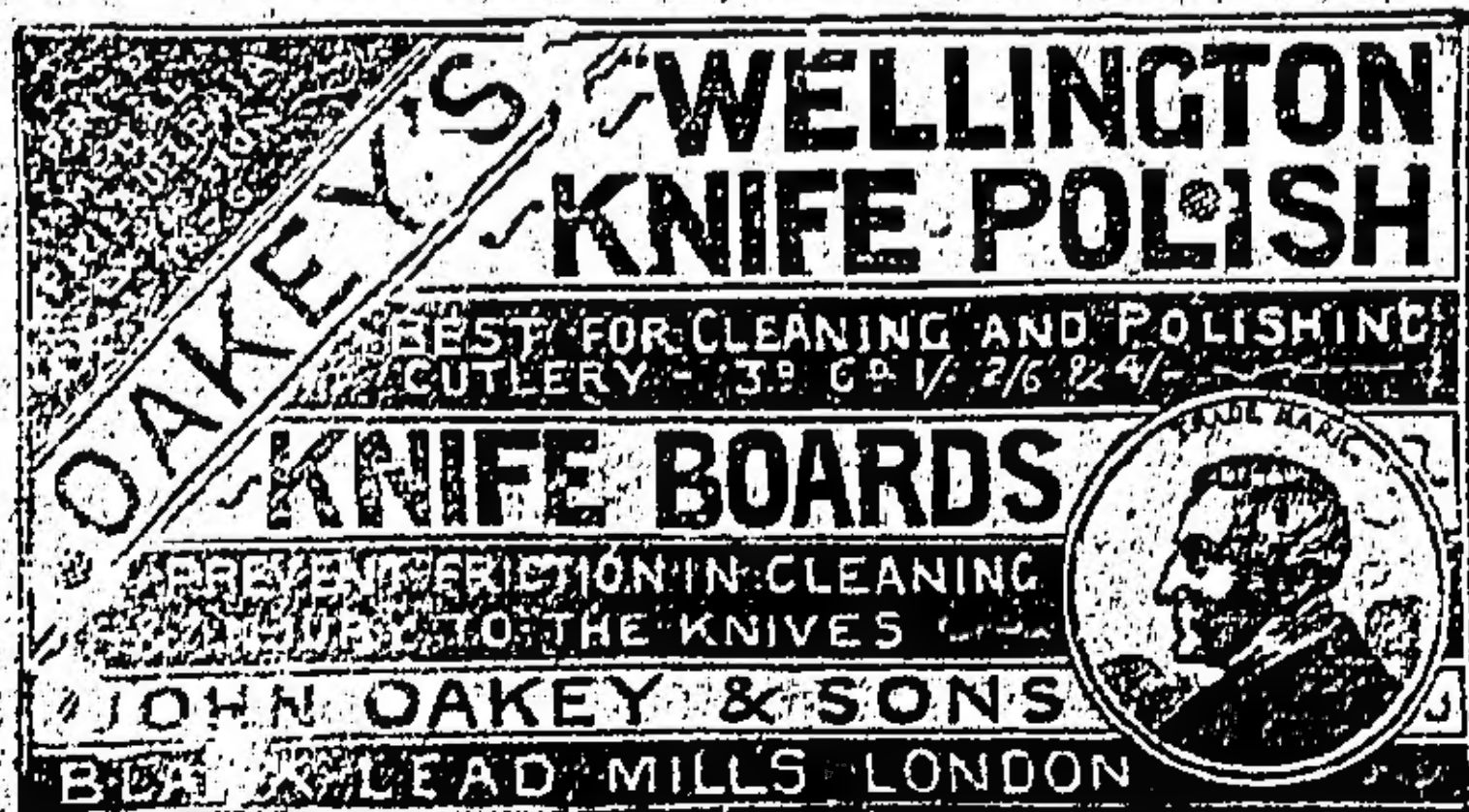
3, DUDDELL STREET,
(Opposite Lammer's Auction Room).
Hongkong, October 2, 1912.

DINNEFORD'S

The Physician's
Cure for Gout,
Rheumatism Gout
and Gravel.

Safest and most
Effective Aperient
for Regular Use.

MAGNESIA

The Universal Remedy for Acidity of the Stomach, Headache,
Heartburn, Indigestion, Sour Eructations, Biliary Affections.

JOHN OAKLEY & SONS LIMITED, "Wellington Mills," London, E.C.

"EVERYWOMAN."

Allegorical Drama at Drury Lane.

Mr. Arthur Collins, having selected a great American success for his autumn production at Drury Lane Theatre, could not have done more than he has done to win an English success for it. Splendid and realistic scenes, gorgeous dresses, and an admirable company of actors and actresses he has provided for "Everywoman," produced at Drury Lane last month: Mr. Stephen Phillips, one of the most renowned of our dramatic poets, has rewritten the dialogue; nothing has been left undone. Mr. Collins's endeavour to break away from the conventionalities of the usual melodrama is in the highest degree praiseworthy.

Indeed, he deserves all credit—except in his choice of an alternative. For the truth must be told—this "morality" play, written for American audiences by the late Walter Besant, an Englishman, is merely the old melodrama—and not a very favourable specimen of it—in disguise. It is not sufficient for Sir Somebody Something, the wicked baronet of the old days, to be changed into a symbolical character, and to name him Wealth; the tempted heroine in search of pleasure is the same whether called Amy Letterson or simply Everywoman; the light comedian body is no different even if he is now styled "Whiff." And "Everywoman" has this additional disadvantage—it has no plot at all, even an old one: it is simply a series of detached incidents, and not very thrilling or effective ones at that.

The motive of the author was perhaps a laudable one. To show vice very vicious, and virtue—but there is very little virtue—desirable is an exemplary task. But, as is so often the case, this highly moral "Everywoman" uses very immoral weapons to drive the moral home. The "show girls," dressed in the skimpiest frocks, Vice showing the boldness of legs, portly ladies hot and strong, the hackneyed jockings and snappers and raucous laughter, with the very delectable heroine standing on the table, the deserted heroine loitering at Piccadilly-circus (one is thankful that the lady and the show are absent—it is all of the old-pattern—under a new name. If the play succeeds—as it very likely may—it will be because of its crowd of pretty women, magnificently, if scantily, attired, its dancing and its singing, its unrestrained embraces and passionate speeches, and in spite of its morality.

One touch of novelty there is in the thing—and, notwithstanding the improbability of Mr. H. B. Irving, it is rather tedious—and that is the introduction of a mystical Chorus, who comes upon the stage, always darkened for him, and describes to us the meaning of the play and the true inwardness of the action. This Chorus is called Nobody, and the effort continuously required to discover whether the author wishes us to consider his references to Nobody as concrete or abstract is an annoyance. When Mr. Irving has to say to the heroine

... Then at this breast thine hand,
Aching, shall rest; then Nobody shall
wipe

They tears away, her tears will not be wiped away by anyone or that they will be wiped away by the phantom whose name is Nobody? This is a puzzle we have to face at intervals throughout the entire evening.

AN OBVIOUS ALLEGORY.

As an allegory, "Everywoman" suffers from being entirely obvious. The play opens on a beautiful scene of Everywoman's home—a fanciful mixture of fairyland and a drawing-room in a bistro. Here charming maidens, in ethereal garments and garlands of flowers, sing and dance, and Everywoman, a vision of loveliness, has for comrades Youth, Beauty, and Modesty. Flattery appears to her in her mirror—a very clever effect—and tempts her to seek King Love the First. Although Nobody and Truth, in the guise of a witch, try to dissuade her, and Modesty begs her to be careful, Everywoman, sure in the loyalty of Youth and Beauty, sets out upon her quest.

She sets out upon it in a very curious way. To call her Everywoman is a libel on the sex. Full of anger and repentance at the wickedness of Passion—at the end of the second act—and Wealth—at the end of the third—she yet will not learn wisdom—Wisdom should certainly have been materialised, as well as Honour, Bravery, and Chivalry, but these never appear in modern morality plays. They are so very one-sided. Everywoman is a caricature of most women, and only typifies a class of person who is generally destined from the beginning to go to the bad. This, you see, is a "morality" play, and not a mere melodrama, so it has to be directed to some slight extent.

LOSING WEIGHT

BY THE POUND

"Under Weight," a condition
of ill-health, shows your system.
Nerve powers are decreasing.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

Supplies the blood with the
wanted nourishing and healthy
flesh building materials. Very
palatable.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25.

Everywoman should have been dubbed
"Baroness"; she has no light and shade
—she seeks Love in the depths only, not
on the heights.

A PRACTICAL REMOTE.

In the second act Everywoman is the
"star" at a very unpleasant theatre, the
managers of which are Stuff and Bluff.
It is very cleverly designed—the stage,
with its dancing chorists, very suggestively
clad, and all the paraphernalia of
"behind the scenes." Everywoman,
accompanied by a millionaire, Wealth,
and a gilded idiot, Witless, rides the
roast, but nevertheless almost falls a
prey to the leading actor, Passion.
Thanks, however, to her dresser, Con-
science, and to Modesty, the extremely
delectable heroine, after sinking languorously
in Passion's embrace, recovers her-
self, and round upon Passion in good set
terms.

Nevertheless, in Act III, she is the
hostess of a supper party attended by
Vice, Vanity, Greed, Wealth, Witless,
and the rest of them. It is quite the
usual supper party of the genre, despite
the death of Beauty and the vocal inter-
ludes of Conscience, who interrupts the
transport of Everywoman as, bathed in
electric light, she stands on the supper
table. She repulses the very ardent pro-
testations of Wealth, and again reproaches
herself bitterly for all that she has done.
It is indeed a curious search for Love,
the King about which she is continually
prating, and her failure to find him is
not at all to be wondered at.

Then comes Piccadilly-circus at mid-
night on New Year's Eve, a wonderful
picture of the exterior of the Criterion
Restaurant, the streets filled with merry-
makers of all classes, from the highest
to the lowest, with Vice—a beautiful per-
son in a divided skirt, and a garter—
smoking cigarettes, leading the chorus
and quite oblivious of the policeman, who
is curiously neglectful of their duty.
Inside the restaurant all is singing and
laughter—it is quite a new Criterion to
us—and outside all noise and bustle.
After Nobody has indulged in his periodical
soliloquy, Everywoman and Youth,
both very shabby, enter, and Everywoman
quarrels with Youth, who leaves her.
You note the symbolism. Wealth is ex-
ceedingly rude to Everywoman, and im-
mediately afterwards invites Vice into
his electric car and drives away with
her. As you see, it is all insistent rather
than imaginative, more obvious than de-
licate. Piccadilly-circus changes to the
exterior of a church, where the corpse of
Youth is brought upon a bier. Truth ap-
pears, no longer a hag, but handsome and
upstanding, and leads Everywoman home.
At home, the home of the first act, Kitty
Love—Truth's son—is found, and all ends
well, with the return of Modesty,
upon a final tableau of sylvan bliss, with
the charming maidens in attendance
again, and Everywoman in the arms of
King Love the First.

EXCELLENT ACTING.

Mr. Phillips has not decked the story
with any charm of language, which is
almost entirely commonplace and unins-
pired. But the actors were as good as
can be. Miss Alexandra Carlisle, as
Everywoman, surprised us by the breadth
and force of her playing; in her outbursts
of passion she reached a very high note.
Always charming, womanly, and sym-
pathetic, Miss Carlisle touched a depth
of tragedy. Miss Gladys Cooper was a
lovely Beauty, Miss Patricia Collins and
Miss Jessie Winter were dainty and
alluring as Youth and Modesty. Mr.
Irving, as Nobody, gave mystery and
remoteness to a part which only he made
impressive. Miss Kate Burke played
beautifully as Truth. Mr. Fred Lewis
as Wealth, Miss Wilks Bennett and Mr.
Wilfrid Doughty as Passion sang excel-
lently. A very interesting appearance in
the small part of Age was that of the
veteran, Mr. E. W. Royce, the Gaiety
favourite of many years ago. The
strong part also includes Miss Vera
Berliner, Mr. W. H. Denny, Mr. John
Tresahar, and Mr. Austin Melford.
The production was received with en-
thusiasm. All the principals were called
repeatedly, and Mr. Arthur Collins had
to bow his acknowledgments at the end
of the evening.

The composer who sets out to write
incidental music has a thankless task.
Interest is so strongly centred upon the
stage that the music is apt to pass un-
noticed. Certainly there is nothing in
Mr. Chadwick's score, except a pretty
song for Conscience, calculated to divert
attention from the drama. In that re-
spect Mr. Chadwick has done his work
well. No doubt he could have done it a
great deal better had he chosen, for Mr.
Chadwick is a composer with a position.
The authors, however, have approached
their theme from an essentially objective
standpoint, and Mr. Chadwick has been
content to follow their lead.

The small Blue Funnel Straits trader
Calyso, which has been running from
Singapore to ports in the Straits of
Malacca for many years, has been sold to
the Straits Steamship Company. She
was an iron steamer of 644 tons gross,
built in 1880, by Messrs. Scott and Co.,
Greenock, with dimensions, 190ft. by
30.6ft. by 11.6ft.

NOTICE.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.

He has a good method of training, and
has passed the Chinese examination, and
is possessed of a first-rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin and Hakka.

Those who intend learning the Chinese
language are requested to write care of
China Mail office or direct to 14, Holly-
wood Road, 1st floor.

Hongkong, May 17, 1912.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
Alacrity	despatch-vessel	1700	12	2000	Comdr. C. J. Lambie	Yangtze River
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. R. S. Frithard	Kiukiang
Britomart	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darwall	Hankow
Cadmus	sloop	1070	6	1400	Comdr. E. P. E. T. Williams	Canton
Cherub	water tank and tug	300	—	300	Master H. Smith	Hongkong
Chio	sloop	1070	6	1400	Comdr. H. R. Vesle	Hongkong
Defence	cruiser, 1st class	14,600	—	—	Capt. Henry H. Bruce, M.V.O.	Swatow
Fame	torpedo boat destroyer	360	6	5700	Lieut.-Comdr. H. S. Monroe	Yangtze River
Flora	cruiser, 2nd class	4360	10	7000	Capt. C. F. Corbett, M.V.O.	West River
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Bjelkenden	Hongkong
Janus	torpedo boat destroyer	280	6	3900	Lt.-Comdr. Maxwell	Santou
Keen	cruiser, 1st class	9000	14	22,000	Capt. A. T. Hunt, C.S.I.	Yangtze
Kimsha	river gunboat	618	4	1200	Lt.-Comdr. E. D. Marryat	Labuan
Merlin	sloop	1340	—	—	Capt. F. C. Pasco	Yokohama
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. G. C. Cayley	Wainaiwei
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. B. F. F. Bartlett	West River
Moerth	river gunboat	180	2	800	Lt.-Comdr. G. P. Loth	Hongkong
Moerth	cruiser, 2nd class	4800	—	—	Capt. G. P. E. Hunt, D.S.O.	Yangtze
Nightingale	river gunboat	85	2	240	Lieut.-Com. Malcolm Murray	Shanghai
Otter	torpedo boat destroyer	350	6	4300	Lt.-Comdr. E. T. B. Chambers	Hongkong
Ribble	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Hongkong
Rosario	depot ship, submarines	920	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. Allan Dixon	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. S. H. Hutton	Yangtze
Snipe	river gunboat	85	2	240	Lt.-Comdr. Maurice K. Leslie	Hongkong
Taku	torpedo boat destroyer	350	6	4300	Gunner E. J. Trillo	Hongkong
Talbot	cruiser	—	—	—	Capt. Richard Hyde, M.V.O.	Hongkong
Tamar	receiving ship	4650	6	—	Commodore R. H. Ainsworth, C.M.G.	Shanghai
Ten	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Hankow
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrill-Dorner	Swatow
Uk	torpedo boat destroyer	590	—	7500	Lt.-Comdr. B. W. Blunt	Swatow
Vingo	torpedo boat destroyer	350	6	4300	Lieut.-Com. H. D. Adair-Hall	Singapore
Waterwitch	surveying ship	620	—	450	Lt.-Comdr. F. A. Rayne	Shanghai
Wendell	torpedo boat destroyer	590	—	7500	Comdr. Seymour	Shanghai
Whiting	torpedo boat destroyer	350	6	4300	Comdr. G. B. Hartford	Upper Yangtze
Wildgoose	river gunboat	185	2	800	Com. M. H. Wilding	Yangtze
Woodcock	river gunboat	150	2	500	Lt.-Com. M. Blackwood	Yangtze
Woodlark	river gunboat	150	2	500	Lt.-Comdr. G. F. A. Mulock	Hongkong
C.36	submarine	—	—	—	Lt. C. Godfrey Harbert	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. A. L. Fenner	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. J. R. A. Codrington	Hongkong
.035	torpedo boat	—	—	—	Lt. Comdr. Handley	West River
.036	torpedo boat	—	—	—	Lt. Comdr. Stileman	West River
.037	torpedo boat	—	—	—	Lt. Comdr. Nicol	Hongkong
.038	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	Hongkong

* Flagship of Vice-Admiral Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Nauts	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Verges	Shanghai
Kieber	French armoured cruiser	9700	12	19,600	Capt. Gouts	Hongkong
Decidie	French gunboat	445	10	1700	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jerville	Tongku
Pelhou	French gunboat	130	—	—	Lieut. Collin	Tchong-Kin
Doudard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Dutenpe	—
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Bolux	Saigon
Protee	French sub-marine	—	—	—	—	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	303	Lieut. Auxillat	Saigon
d'Esperville	French destroyer	—	—	—	Capt. de Frigite Roussin	Hongkong
Pistolet	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Mousquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon
* Flagship of Capt. (Commodore) Boucaut, Commanding the local defence Indo-China.						
London	German cruiser	3600	22	13,500	Capt. v. Reuboff	Tientsin
Groisneau	German armoured cruiser	11,600	36	26,000	Captain v. Usilar	Tientsin
Iliss	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Behnke	Tientsin
Luchs	German gunboat	900	10	1250	Comdr. Bendemann	Tientsin
Nürnberg	German gunboat	3400	22	13,200	Capt. Morsberger	Tientsin
Oster	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze River
Scharnhorst	German flagship	11,600	36	26,000	Capt. Rosing	Shanghai
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Berrnberg	Tientsin
Taku	German torpedo-boat	380	4	6000	Obt. z. S. Chassan	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Luppe	Tientsin
Taigatung	German river gunboat	223	4	1300	Capt. Lieut. Frih. Fircks	Canton
Taigatung	German river gunboat	223	4	500	Obt. z. S. Prins	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	700	—	—	Captain J. Milheiro	Timor

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A-2	U. S. submarine				Ensign J. McO. Murray	Hongapo
A-4	"				Lieut. E. D. McWhorter	Olongapo
A-6	"				Ensign J. C. Van de Carr	Olongapo
A-7	"				Ensign C. M. Yates	Olongapo
Albaty	U. S. protected cruiser	3430	10	7500	Com. M. J. Bristol	Cruising
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lt. C. S. Graves	Cruising
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. R. Hill	Cruising
Callaghan	U. S. gunboat	243	8	250	Ensign W. L. Heiberg	Canton
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. F. J. Flotzsch	Cavite
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. S. S. Robinson	Manila
Dale	U. S. torpedo-boat destroyer	420	7	8000	Ensign J. L. Oswald	Cruising
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. H. Green	Cruising
El Cano	U. S. gunboat	620	4	800	Lt. Comdr. V. S. Houston	Shanghai
Heiena	U. S. gunboat	1382	8	1983	Comdr. R. H. Jackson	Shanghai
Mohican	U. S. station ship	1900	6	1100	Chief Gunner J. Mitchell	Cavite
Monsadnock	U. S. monitor	3290	6	30.0	Lt. E. P. Starr	Hongapo
Monterey	U. S. monitor	4084	4	5277	Commander H. A. Wiley	Shanghai
Panama	U. S. gunboat	243	8	—	Lieut. C. A. Woodruff	Cavite
Piscataqua	U. S. sea going tug	554	2	1800	Lieut. S. W. Wallace	Canton
Pompey	U. S. Repair ship	3065	—	—	Lieut. R. V. Lowe	Shanghai
Quincy	U. S. gunboat	550	2	208	Lieut. J. W. Schenfield	Shanghai
Rainbow	U. S. cruiser	4380	14	1800	Lt. Comdr. A. N. Mitchell	Cruising
Ramoth	U. S. gunboat	243	8	250	Lt. C. D. Westburn, Jr.	Cruising
Saratoga	U. S. armored cruiser	8116	14	17,401	Comdr. H. A. Poplin	Cruising
Villabona	U. S. gunboat	274	9	248	Ensign J. A. McDure	Shanghai
Wilmington	U. S. gunboat	1397	8	1884	Comdr. J. F. Mulford	Hongapo
Wompatack	U. S. tug	462	—	620	Chief Boatsw. P. K. Randlee	Hongapo
U. S. S. Battleship Division of Rear Admiral H. V. Nicholson. Commander-in-Chief, United States Asiatic Fleet, (1905)						

BY TELEGRAPH.

[Copyright.]

BANK OF FRANCE.

(Reuter's Service to the China Mail.)
LONDON, Oct. 18.
The Bank of France discount rate is 3 1/2 per cent.

BANK OF ENGLAND.

(Reuter's Service to the China Mail.)
LONDON, Oct. 18.
The Bank of England discount rate is five per cent.

MR. ROOSEVELT'S
CONDITION.

A RE-ASSURING BULLETIN.
(Reuter's Service to the China Mail.)
LONDON, Oct. 18.
Reuter's Chicago correspondent states that the latest bulletin regarding Mr. Roosevelt's condition is of the most re-assuring nature. The doctors expect to be able to allow him to return home early next week.

THE BALKANS FERMENT.

TURKEY DECLARES WAR.

SEVERE ENGAGEMENTS.

(Reuter's Service to the China Mail.)
LONDON, Oct. 17.
A despatch from Podgoritz, the headquarters of the Montenegrin Army, reports that the Montenegrins have captured Berana (which they have surrounded for a week), fourteen guns and 700 prisoners falling into their hands.
The Montenegrin losses in the final assault were only 10 killed and 30 wounded.

NAVAL ATTACK EXPECTED.

It is stated in Bucharest that Varna and Burgas are being hastily fortified in the expectation of a Turkish naval attack. A steamer has arrived at Constantza and reports having observed three warships off the coast.

MONTENEGRO'S PROBLEM.

LATER.

The hospital accommodation in Montenegro is terribly defective, and there is also a serious problem as to how best to feed the thousands of prisoners.

TURKEY DECLARES WAR ON
BULGARIA AND SERBIA.

Reuter's correspondent at Constantinople telegraphs that the Porte has declared war on Bulgaria and Serbia. Hostilities have begun on the Bulgarian and Serbian frontiers and the Porte has ordered the Ottoman armies to advance.

THE REPORT COURTEOUS.

Passports have been handed to the Serbian and Bulgarian Ministers.

TURKO-GREEK NAVAL EN-
GAGEMENT EXPECTED.

A telegram from Athens states that at noon hostilities began. It is generally anticipated that a fight between the Turkish and Greek navies for predominance at sea will be one of the first features of the war.

GREEK GUNBOATS RUN THE
GAUNTLET.

The Greek Minister of Marine announces this morning that two Greek gunboats succeeded in reaching Vozitza, after running the gauntlet of the Turkish forts at Preveza.

TURKEY'S REASONS FOR HER
DECLARATION.

The Porte gives as reasons for its declaration of war, firstly, the Constantinople Note, interfering with internal affairs; secondly, the Constantinople Note, interfering with the daily skirmishes making it impossible to maintain peace any longer, notwithstanding Turkey's ardent desire to do so.

It is considered as noteworthy that Greece is not included in the declaration.

BY TELEGRAPH.

TURKISH OFFICIAL
TELEGRAMS.

A telegram from Constantinople states that official telegrams say that there was an exchange of shots all day long on the 16th inst. between the Turkish and Bulgarian frontier guards. On the 16th, fighting was resumed in the vicinity of Djumalbala.

The telegrams assert that the Montenegrins were driven back and lost 600 killed and 8 guns in the battle of Krainin.

There has been fighting between the troops and Bulgarian bands of villagers at Salonika, where the Bulgarians are cutting the wires.

Greek hands, in trying to cross the frontier at Epirus, were repulsed.

SERBIA DECLARES WAR.

Reuter's Belgrade correspondent states that Serbia declared war with Turkey this evening. The announcement was received joyfully, and large crowds paraded the streets cheering and shouting.

TURKEY AND GREECE.

Turkey's delay in declaring war on Greece is due to the uncertainty as to whether the Greek Note is identical with those of Serbia and Bulgaria, the Turkish Minister at Athens having refused to accept it. The declaration is now momentarily expected.

BULGARIAN KING OFF TO
THE WAR.

Reuter's Sofia correspondent states that the King of Bulgaria has started for the front.

VICTORY FOR THE SERBIANS.

Reuter's correspondent at Belgrade telegraphs that the Serbians defeated the Albanians at Pristopolje, with the loss of two hundred killed. They are probably attempting to join hands with the Montenegrins.

BASEBALL CHAMPION-
SHIP OF THE WORLD.

(Reuter's Service to the China Mail.)

LONDON, Oct. 17.

Reuter's correspondent at Boston telegraphs that the Red Sox baseball team has defeated the New York Giants by three runs to two, thus winning the world's baseball championship.

SPORTING.

Cricket.

CHALLENGE C.C.C. v. ARMY STAFF.
This league match will be played to-morrow on the C.C.C. ground commencing at 2 p.m. sharp.

The following will represent the C.C.C.—
H. H. Taylor, W. H. Vivian, L. A. Rose, R. A. Carrivill, J. V. Braga, E. L. Braga, U. Johnston, J. D. Nott, W. A. Rose, R. Bass, A. N. Other.

Association League Football.

THE HONGKONG'S FIXTURES.

The Hongkong Association football league games commence to-morrow, when, on the military ground, the K.O.Y.L.L. and the Tamar teams will be matched. This, and all other matches in the competition, are to commence at 4 p.m. unless otherwise notified. The full list of fixtures is as follows:

Date	Fixtures	Ground
Oct. 19	K.O.Y.L.L. v. Tamar	Military
20	Tamar v. H.K.F.C.	Naval
21	R.E. v. R.G.A.	Military
22	R.G.A. v. Tamar	H.K.F.C.
23	K.O.Y.L.L. v. R.E.	Military
24	Tamar v. R.E.	Naval
25	R.G.A. v. K.O.Y.L.L.	Military
26	H.K.F.C. v. Tamar	H.K.F.C.
27	R.E. v. H.K.F.C.	Military
28	H.K.F.C. v. K.O.Y.L.L.	H.K.F.C.
29	R.E. v. Tamar	Military
30	R.G.A. v. H.K.F.C.	Military
31	K.O.Y.L.L. v. H.K.F.C.	H.K.F.C.
Jan. 1	Tamar v. R.G.A.	Naval
2	H.K.F.C. v. R.E.	H.K.F.C.

International Walking Com-
petition in Shanghai.

A meeting held at the Astor House Hotel, Shanghai, on Oct. 14, Mr. H. T. Wade presiding, it was decided to hold an International Walking Competition on Sunday, November 17. The subject evoked quite a lot of discussion, and eventually it was decided on the motion of Mr. Marshall, seconded by Mr. Greenberg, that the distance of a walk should be eighteen and a quarter miles. This will include one round of the Race Course, to enable the spectators thoroughly to appreciate the contest.

QUESTION OF DEPOSITING
RUBBISH.

Mr. Edwards, of the Public Works Department, to-day prosecuted before Mr. Irving at the Police Court a Chinese contractor, who in turn proceeded against a sub-contractor, for depositing rubbish upon Crown land in Conduit Road without permission. The contractor stated that he had arranged with the sub-contractor to have the rubbish—which was building material—removed. The second defendant accepted responsibility. His Worship, after hearing a statement by Mr. Churchill, of the P. W. D., as to complaints with regard to rubbish being deposited in the streets, and having heard Mr. Edwards, decided that the summons was brought under the wrong Section, and remanded the case until to-morrow in order that it might be brought under the proper Section.

FESTIVAL OF CHUNG KAU.

To-day is the Chinese festival of Chung Kau, being the ninth day of the ninth moon, and is the occasion upon which Chinese go to the hills for the purpose of worshipping tombs, and to avoid unkindness at home. In former days the Chinese, few, flocks and released them under the impression that bad luck would fly away with the kite as it sailed before the wind. A large number of Chinese went to the Peak to-day, and the trams did a good business.

"THE COOK."

The Dress Rehearsal of "The Cook," the musical comedy by Lieut. R. M. Croese, R. G.A., which is to be produced to-night and to-morrow night in the Theatre Royal, took place last night in the presence of a few friends. It is a One-Act Comedy, and not only is it quite ambitious in its numbers, but some of the choruses, indeed, are quite in the "grand opera" manner. There is a glorious solo and chorus all about the Hongkong Gymkhana, which well deserves to be popular, and another glorifying "Beer," which, of course, is sung with great gusto. There are other quite delightful solos with "catchy" choruses, quartettes and trios; and, in every respect, the little comedy is a musical treat. The libretto is quite clever, too, as indeed it must be, as all the talking takes place in the offices! Messrs. of a crack regiment! Quite apart from the chief incident—the obtaining of a cook for the Mess—there are many little things said and done well worthy of attention and which will be sure to be provocative of amusement. The entire cast comprise men only; but notwithstanding that somewhat striking innovation, the comedy does not appear to suffer in any way. The fact that a wily Chinese cook is simultaneously the paragon of the kitchen to several Peak families is the basis of the "plot." The cook is, in question, who is most amusingly "made-up," is cleverly played, sings a verse or two of a song in Chinese fashion, which, while weird musically, is execrably funny.

As the play is quite short, there will also be a Variety Entertainment. To those who have not quite made up their minds to be present we suggest to them to throw a shilling, aside, and go to the Theatre where they will spend a pleasant evening. The play is excellently staged under the direction of the "Management" of the Mount Austin Variety Co. The characters of the piece are:—
Mr. Dashwood, Mess President, 24th St. Regt. Major Barrett, 18th B.I.
Major Roman, a keen sportsman of few words, Mr. Jones.
Capt. Wyndward, a somewhat capricious Capt. Mr. Williams, A.S.C.
Capt. Dandy, a simple good soul, Messed with this world's goods, an eye-glass and a pencil.
Lt. Oldacre, a much married scholar, given to good words, such as Mess Secretary and general guard turned-out to the Mess.
Capt. Strickshire, R.A.
Lt. Randome, Lt. Hambley, Lt. Rederick, known as The Three Musketeers, Mr. Biden, Mr. Murray, Mr. Shields.
2nd Lt. Pimley, (The Brat), An up-to-date Subaltern, full of spirit.
Zhang Pux, A Mess waiter (over-worked).
A Jock, The Cook. (A pains-taking one where accounts are concerned). Lieut. Weisman, R.N.
Scene.—The Mess Anteroom at Lion Rock. Time.—5 o'clock in the afternoon, 18th October, Present Day.

The British India coasting steamer Asks, which arrived here yesterday in ballast from Calcutta and Singapore, has, we hear, been sold to Japanese for the Inter-Island trade. She is a small steamer of some 600 tons reg. ton, and has been used on the India coast for trading between local ports. No doubt she will prove useful to the Japanese owners for trade in the Island sea.

Orders have been placed by the P. and O. Company for four new passenger and cargo liners, for their London-Calcutta and London-Japan services. The vessels are to be practically sister ships, and each will be of about 9,000 gross tons. Two of the vessels are to be built by Messrs. Cammell, Laird and Co., of Birkenhead, and the other two by Messrs. Caird and Co., of Greenock.
On all four vessels the passenger accommodation will be somewhat limited, and they will, therefore, specially appeal to those who desire to travel on an un-crowded vessel. The new liners will not conform to any type of vessel now flying the P. and O. flag, but will be practically a new class of ship.

BEST FOR A COLD.

WHEN you have a cold and you want to cure it with little effort, as you will make no mistake if you select Chamberlain's Cough Remedy. You are certain to be pleased with the prompt relief which it affords. It is pleasant to the taste and is entirely harmless. For sale by all Chemists and Storekeepers.

SECOND EDITION

Stop Press News

BY TELEGRAPH.

PRESIDENT YUAN SYM-
PATHIZES WITH MR.
ROOSEVELT.

(Wah Tse Yat Po's Service.)
PEKING, Oct. 18.
President Yuan Shih Kai, on learning that ex-President Roosevelt had been shot at, sent a telegram of sympathy.

JAPANESE TROOPS IN
SOUTH MANCHURIA.

(Wah Tse Yat Po's Service.)
PEKING, Oct. 18.
The Minister of the Foreign Department has called the attention of the Japanese Legation to the increasing number of Japanese troops in South Manchuria, and has requested that some of them be withdrawn.

THE NEW LIFE SAVING
REGULATIONS.

A Draft of the new Regulations for life saving appliances has, we learn, been received in the Colony and will probably be brought into force after the new year. They embody some very stringent alterations, especially in boat-carrying capacity. The number of boats to be attached to davits is no longer to depend on tonnage but on the length of the ship and the davits must be placed amidships. This rule is subject to modifications where, in the opinion of the Board of Trade, it is not practicable to provide for the number of sets of davits required, either in respect of an existing ship or of a future ship; and a ship will not be required to carry a larger number of sets of davits than is sufficient to provide lifeboats for all on board. Again, where the boat deck is of excessive height above the water a ship may be required to have in lieu of davits some other approved form of launching apparatus. The regulations are much too long and complicated to reprint verbatim; but the ships on which they fall heaviest are those over 275 feet long and over 400 feet high; which vessels will have practically to increase their boat accommodation under davits by one third. The arrival of these rules has been studied by a committee of experts after a long and protracted examination into the necessity of increasing the boat accommodation helped considerably by the report of the Court of Inquiry into the Titanic disaster. The general public will, we think, appreciate this long-sought after reform in the life saving appliances of passenger steamers. Also the shipping fraternity have cause to congratulate themselves inasmuch that cargo steamers not carrying passengers are equally liable to fulfil these conditions.

TYPHOON WARNING.

The following telegram, which reached Hongkong at 10.15 a.m. to-day, has been courteously sent to us by the American Consul-General:
Cyclone or Typhoon W. of Luzon more than 100 miles distant moving W.N.W. or N.W.

KWANGTUNG NEWS.

(From our own Correspondent.)

A CHARTER OF ACCIDENTS.
The passage boat that runs from Canton to Weichow has been attacked by robbers. All went well till the boat was nearing its destination, but as it was passing a place named Tap Eia, about a hundred pirates suddenly appeared and attacked the boat. In this case, there was spirited resistance, and the sailors manned their guns. The fighting continued for some time, till in fact the men of the passage boat had used up all their ammunition, and it looked as if they had spent their strength for naught. They were about to capitulate, when suddenly there came round the bend of the river a customs boat. The Captain, seeing what was going on, soon took a hand in the fray and the robbers were driven off. The result was, however, rather sad. Two men and two women of the passengers were killed, and there were others wounded. It is said that the local official will "compensate" their relatives, which will probably mean that he will provide coffins for the deceased.

The S.S. Tean arrived at noon to-day and reports heavy weather in the China Sea. She brought a consignment of 150 Philippine for the Honolulu sugar plantations to be transhipped to the S.S. Mongolia. These sugar plants bring the total of Philippine passing through this port to Honolulu this year up to the respectable total of 6,500.

Balsamic.

Cough

Linctus

A nasty cough is very often the progenitor of such undesirable complaints as Asthma, Bronchitis, Shortness of Breath, &c. These you don't want, but what you do require is just a few doses of our famous Balsamic Cough Linctus—the ideal remedy for all Chest, Throat and Lung Diseases.

Sold in Bottles at \$1.00 and \$1.50.

QUEEN'S
DISPENSARY,
Chanson & Co.

G. HARPER,

Pharmaceutical Chemist, Manager.

TELEPHONE No. 493.

Hongkong, July 30, 1912.

Lane,
Crawford
& Co.

JUST RECEIVED

NEW FURNITURE
COVERINGSIN
SILK

AND

WOOLLEN
TAPESTRIES
SMART
DESIGNS.PRICES
MODERATE.SEND
FOR
PATTERNS.LANE, CRAWFORD
& CO.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SURE CANAL.
(With liberty to call at the Malabar Coast.)

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S.S. SAINT PATRICK
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NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAPE TOWN, in cooperation with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND "AFRIC LINE,"
Proposed sailings from Hongkong

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
GREGORY APCAR	22nd Oct.	UMLAZI	30th Nov.
RUTLAND	29th Oct.		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

UNDERWOOD TYPEWRITERS.

THE BEST
AND MOST
DURABLE IN
THE MARKET
BECAUSE IT
LASTS THE
LONGEST



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DODWELL & Co., Ltd.,
MACHINERY DEPARTMENT

OREGON PINE
LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LD.

CONTRACTORS TO HIS MAJESTY'S NAVY.

The above Company supply Pure, Fresh Water at the Shortest Notice either for Deck or Engine Room use.
Orders for Supplies will be received at the Company's Office: QUEEN'S BUILDING, HONGKONG.
DODWELL & CO., LTD.,
General Managers.

THE STANDARD LIFE ASSURANCE CO.

(ESTABLISHED 1825).

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DODWELL & CO., LTD., Agents.

A ROYAL DRINK.

King George IV
Scotch Whisky



"King George IV" is known and appreciated everywhere for its purity, flavour, age, and digestive properties.

THE DISTILLERS COMPANY, LTD.

Large Scotch Whisky Distillers in Glasgow, Scotland.

Gandee, Price & Co., Ltd.,
Wine Merchants.

Shipping

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

Will despatch VESSELS to the Undermentioned PORTS on or about the
DATES named—

FROM	STEAMERS	TO	RESIDENCE
SHANGHAI	INDIA	Penang	Freight and Passengers
LONDON, via Suez	DELTA	Penang	Freight and Passengers
LONDON & ANTWERP	NAKIN	Penang	Freight and Passengers
SHANGHAI, via Suez	NILE	Penang	Freight and Passengers

H. W. D. SHALLARD, Acting Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong	From Quebec
EMPEROR OF INDIA... Sat., Oct. 26	ALLAN LINE... Fri., Nov. 22
EMPEROR OF JAPAN... Sat., Nov. 16	EMPEROR OF BRITAIN... Fri., Dec. 13
MONTAGLE... Sat., Dec. 14	EMPEROR OF BRITAIN... Fri., Jan. 10

FROM LIVERPOOL	ARRIVE HONGKONG
To QUEBEC and RAIL TO VANCOUVER	From YOKOHAMA via Kobe, Nagasaki and SHANGHAI
ALLAN LINE... Fri., Sept. 13	EMPEROR OF INDIA... Thurs., Oct. 17
EMPEROR OF BRITAIN... Fri., Oct. 4	EMPEROR OF JAPAN... Thurs., Nov. 7
ALLAN LINE... Fri., Oct. 25	MONTAGLE... Fri., Nov. 29

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus. Each trans-Pacific steamer is equipped with a Mail Express Cabin and a Cabin for the use of the public. The 'Empress of India' and 'Empress of Japan' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (Canadian Pacific direct line) is regarded as the most direct route. Through Passengers are allowed 'Stop Over' privileges at the various points of call on route.

R. M. S. 'MONTAGLE' carries only 'One Class' of Saloon Passengers (Intermediate) and accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Saloon on Intermediate Steamer 'Montagie' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port 24th.

Via New York 24th.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDER, General Traffic Agent, Corner Pender Street and Praya (Opposite Blake Pier).

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION	STEAMERS	DATE
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	MIYASAKI MARU	WEDNESDAY, 23rd Oct., at Daylight
	KITANO MARU	WEDNESDAY, 24th Oct., at Daylight

VICTORIA, B.C., & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, OHI, & YOKOHAMA	SADO MARU	TUESDAY, 22nd Oct., at Noon
	YOKOHAMA MARU	TUESDAY, 23rd Oct., at Noon

STRAITS & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU	FRIDAY, 25th Oct., at Noon
	NIRKO MARU	FRIDAY, 26th Oct., at Noon

SHANGHAI, MOJI AND KOBE	BOMBAY MARU	WEDNESDAY, 23rd Oct., at Noon
	CEYLON MARU	SATURDAY, 19th Oct., at Noon

SINGAPORE, PENANG, RANGOON & CALCUTTA	YOKOHAMA MARU	WEDNESDAY, 23rd Oct., at Noon
	HIRADO MARU	THURSDAY, 24th Oct., at Noon

SOLE & YOKOHAMA	JINSEN MARU	MONDAY, 28th Oct., at Noon
	RANGOON MARU	MONDAY, 29th Oct., at Noon

SHANGHAI & KOBE	RANGOON MARU	MONDAY, 29th Oct., at Noon
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SINGAPORE, PENANG, RANGOON & CALCUTTA	RANGOON MARU	MONDAY, 29th Oct., at Noon
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THE BIG 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
57,000 tons, twin screws	57,000 tons, twin screws	12,000 tons, twin screws	15,000 tons, twin screws
Also 11,000 tons, China, 10,000 tons, 2nd 7,000 tons, 4,000 tons			

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LIGHT AND TANK (with built-in Electric Reading Light in each berth and Electric Fan in each Stateroom under passenger's control).

SWIMMING TANK is installed on deck for salt water plunging. Bathing suits on board.

BAND—Filling string Band Concerts each afternoon and evening and also during Tiffin and Dinner.

GAMES AND AMUSEMENTS—Deck Games, such as Quizzes, Shuffle board and all kinds of gymnastic sports, GAMES AND AMUSEMENTS—Deck Games, such as Quizzes, Shuffle board and all kinds of gymnastic sports.

WIRELESS AND SUBMARINE SIGNAL SERVICE—The most powerful Wireless Telegraph apparatus installed on all steamers. Submarine Signal Service is used as an official means of safety.

BIG BATHS—Are fitted to the ship to prevent scurvy at sea, thus ensuring steadiness and constant comfort.

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Speed 21 KNOTS. Displacement 21,000 TONS.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER

Speed 18 KNOTS. Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Captain	Date of Sailing
Nippon Maru	A. G. STEVENS	Tuesday, 29th Oct., at Noon
Tenyo Maru	E. BENT	Tuesday, 5th NOV., at Noon
Shinyo Maru	H. S. SMITH	Tuesday, 26th NOV., at Noon
Chiyo Maru	W. W. GALETT	Saturday, 21st DEC., at Noon

The S.S. NIPPON MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on TUESDAY, the 29th October, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO & MANZANILLO, and the TRUANTEPO NATIONAL RAILWAY AT SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

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Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
Hongkong Maru	12,000	Tuesday, 3rd Dec., at Noon
Kiyo Maru	12,000	Saturday, 1st FEBRUARY, at Noon
Buyo Maru	12,000	Thursday, 3rd APRIL, at Noon

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent, KING'S BUILDING (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

For VICTORIA, B.C. & TACOMA via KOBE, YOKKAICHI & YOKOHAMA

Steamers	Captains	Leave
SEATTLE MARU	T. Saito	Thursday, 31st Oct. at 2 p.m.
MEXICO MARU	K. Kobayashi	Tuesday, 12th Nov. at 2 p.m.
CHICAGO MARU	I. Hori	Thursday, 28th Nov. at 2 p.m.
CANADA MARU	K. Hori	Thursday, 10th Dec. at 2 p.m.
TACOMA MARU	T. Hamada	Thursday, 28th Dec. at 2 p.m.
PANAMA MARU	J. Kanao	Saturday, 4th Jan. at 2 p.m.

Calling at NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Calling at SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.

Calling at KEELUNG.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Silk, Treasures and Perols. Special attention given towards Express connection.

SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For FOOCHOW via SWATOW AND AMOY.

Steamer	Captain	Leave
KAIJO MARU	Y. Yamamoto	Wednesday, 23rd Oct. at noon.

For TAMSUI via SWATOW & AMOY.

Steamers	Captains	Leave
DAIGI MARU	Y. Bonchawa	Sunday, 20th Oct. at noon.
DAIJIN MARU	T. Fujigami	Sunday, 27th Oct. at noon.

For ANPING via SWATOW & AMOY.

Steamer	Captain	Leave
ROSHU MARU	K. Ochiai	Wednesday, 30th Oct. at 10 a.m.
ROSHU MARU	K. Ochiai	Friday, 2nd Nov. at 10 a.m.

These steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Tins.

These Steamers will arrive at and depart from SOON TIE WHARF (near the Harbour Office, Praya Central).

For further information, apply to S. HIROI, Manager, Second Floor, No. 1, Queen's Building.

Shipping

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG	YOKOHAMA	Oct. 19, at Noon
SAWTOH, AMOY & NEWCHANG	PAKHOI	Oct. 19, at 4 p.m.
SHANGHAI	LIWAI	Oct. 19, at 10 a.m.
RAIPHONG	SONGKING	Oct. 22, at 4 p.m.
MANILA, CEBU & ILOILO	TRAM	Oct. 23, at 4 p.m.
WEIHAIWEI & TIENSIN	HUICHOW	Oct. 24, at 4 p.m.
SHANGHAI	CHINCHUA	Oct. 24, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUT'.

MANILA LINE. Twin Screw Steamers 'Toan' & 'Taming'. Saloon accommodation amidships. Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. 'Kailong' is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chusan, Linan, Chinghai)—with excellent passenger accommodation, Electric Lights throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

REDUCED FARES: Single \$45 Return \$75.

NEW SERVICE.

SHANGHAI TO ANTING, direct sailings on alternate Wednesdays.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	LOONGSANG	SATURDAY, Oct. 19, at 2 p.m.
SHANGHAI	CHOYANG	SUNDAY, Oct. 20, Daylight
SHANGHAI, KOBE AND MOI	FOOKSANG	TUESDAY, Oct. 22, at Noon
TIENSIN, via SWATOW & CHEFOO	CHIPSANG	TUESDAY, Oct. 22, at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	WEDNESDAY, Oct. 23, at Noon
MANILA	YUENSANG	SATURDAY, Oct. 26, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kutsang, Namsang and Fooksang leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 24 days. This service is supplemented by the Loong and Kungang leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifoo, Tiensin, Dally, Weihaiwei, Tsingtau and Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. LAWADA, 3269 tons, Captain C. H. LANE, will be despatched for YOKOHAMA & KOBE on the 10th November, at Noon. To be followed on the 21st November by S.S. OKARA, Capt. EVANS, taking cargo and passengers at current rates.

WESTWARD

The S.S. OKARA, 3269 tons, Capt. A. J. EVANS, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 20th October, at Daylight, taking cargo at current rates.

For Freight & Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 210. Hongkong, July 19, 1912.

THE ROYAL MAIL STEAM PACKET COMPANY

'SHIRE' LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF DEPARTURE
LONDON, ROTTERDAM AND ANTWERP	DEN OF GLAMIS	about 23rd October
SHANGHAI, KOBE AND YOKOHAMA	DENBIGHSHIRE	about 27th October
LONDON & ANTWERP	FILTHSHIRE	about 14th November

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

Does not carry passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 15, 1912.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. A. APCAR, 2,331 tons, Capt. Thomson, will be despatched for KOBE and MOJI on 14th October, at Noon.

S.S. HELUGA, 5,236 tons, Capt. Macdougall, left Calcutta on 14th Oct., will be despatched for SHANGHAI, KOBE and MOJI on 2nd Nov.

WESTWARD

S.S. GREGORY APCAR, 2,961 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 22nd October, at 2 p.m.

S.S. DILWARA, 3,461 tons, Capt. Bishop, will be despatched for SINGAPORE on 4th November.

These steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Tons	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
INDIA	8000	Jan. 18	MOOLTAN	Feb. 15	Feb. 21
ASSAYE	7500	Feb. 1	MALOUA	Mar. 1	Mar. 7
SIMALAYA	7000	Feb. 15	MOOREA	Mar. 15	Mar. 21
DEVANHA	8000	Mar. 1	MARMORA	Mar. 29	Apr. 4
DETA	8000	Mar. 15	MEDINA	Apr. 13	Apr. 18
INDIA	8000	Mar. 29	Through Steamer	Apr. 28	May 2
ASSAYE	7500	Apr. 12	MONGOLIA	May 10	May 16
DEVANHA	8000	Apr. 26	MACEDONIA	May 24	May 30
CHINA	8000	May 10	MALWA	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON
1st SALOON £71.10 SINGLE £108.14 RETURN.
2nd 44.8 72.12
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

Steamers	Tons	Leave Hongkong	Due Marseilles	Due London
NOVARA	7000	about January 23	Feb. 23	about 5
SUNDA	8000	February 6	March 9	March 19
BARBANTIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
RAMUR	7000	March 19	April 20	April 30
WANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

FARES TO LONDON
1st SALOON £53.0 SINGLE £82.10 RETURN.
2nd 28.10 57.4
For further particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

WORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

WORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	Steamers	Captain	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	PAUL LECAT	Laenolin.	21st Oct., about at 6 P.M.
MARSEILLES, Via Ports	NERA		22nd October, at 1 P.M.

TRANSHIPMENT on the Co's Steamers at SINGAPORE for BARATA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONTAINEES and Black Sea.
Through Tickets to London, via Paris from £27.10 up to £71.10. 20 hours railway from MARSEILLE to LONDON. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
Via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Havre, Bremen & Hamburg
S.S. BAYERN.....4th Oct.	S.S. C. FERD. LAEISZ.....23rd Oct.
S.S. LIBERIA.....7th Nov.	For Marseilles, Hamburg & A'werp
S.S. ALESIA.....19th Nov.	S.S. SPZELIA.....28th Oct.
S.S. SAMBIA.....5th Dec.	For Rotterdam & Hamburg
S.S. VANDALIA.....17th Dec.	S.S. SACHSEN.....31st Oct.
S.S. BRISGAVIA.....3rd Jan.	Hamburg
	S.S. SENEGAMBIA.....4th Nov.
	For Havre & Hamburg
	S.S. AROADIA.....6th Nov.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.

THE CHINA MAIL, LTD

Under-takes

ALL SORTS OF ARTISTIC JOB-PRINTING

such as

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUSES, WINE LIST, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE

1 Wyndham Street

Supervised

Moderate Price

Shipping

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, B.C., VANCOUVER, SEATTLE, and
TACOMA

via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Sailing
LORD CURZON	November 20th.
OCKLEY	December 17th.

To be followed by other steamers of the Company at regular intervals.
The Bank Line Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.
Will call at AMOY and KEELUNG, if sufficient inducement offers.
For Rates or Freight or Passage apply to

THE BANK LINE, LIMITED,
KING'S BUILDING, PRINCE'S CANAL.

Telephone No. 780.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

From HONGKONG.	From COLOMBO.
October 12th.	10th October.
	Salomis, November 1st.

For Rates and further information, apply to
THE BANK LINE, LIMITED,
(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transhipping to Conference-Weir Line steamers at Calcutta.

FROM HONGKONG connecting with Company's Steamer at CALCUTTA.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

New Line of Steamers
South African Ports,
ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIC, 3,000 tons.....To be despatched at the beginning of January.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,
Managing Agents.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	Tons	To SAIL
NAPLES, GENOA, ALGIER, DEFFLINGER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.	Capt. F. Prosch.	(17,000)	WEDNESDAY, 30th Oct., at 10 a.m.
SHANGHAI, NAGASAKI, YOKO, KOBE & YOKOHAMA.	Capt. H. Rehm.	(17,000)	WEDNESDAY, 30th Oct., at 10 a.m.
MANILA, YAP, MARON, COBLENZ, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.	Capt. L. Klug.	(6,750)	SATURDAY, 2nd Nov., at 9 a.m.
KOBE & YOKOHAMA.	PRINZ SIGISMUND, Capt. D. Lenz.	(6,000)	About TUESDAY, 12th Nov.
KUDAT and SANDAKAN.	BOERNEO, Capt. F. Sembl.		Middle of November.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletext.

For further Particulars apply to

Norddeutscher Lloyd,
MELOHRS & CO.,
General Agents, Hongkong & China.



PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Day
BAIRO	4,000	Cross	Manila, Mangrove, Molle & Cebu	FRIDAY, Oct. 25, at 4 p.m.
RUHI	4,000	J. Miller	Manila, Mangrove, Molle & Cebu	WEDNESDAY, Oct. 23, at 4 p.m.

For Freight or Passage apply to

Shewan, Tomes & Co. General Managers.

Shipping

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE,
Via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.
Accelerated Train Service from Trieste to Paris, London and Berlin.

S.S. ROEMER, 9,900 tons, will leave as above on 19th October, at 5 p.m.
S.S. ROEMER, 7,900 tons, will leave as above on 19th November, at 5 p.m.
Cheap rates, Hongkong-Trieste, Venice 250 1st class, 250 2nd class & 219 3rd class.
Superior accommodation for 1st and 2nd Class and Cabin passengers. No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. ROEMER, 7,900 tons, will leave as above on 4th November, at Daylight.
S.S. AFRICA, 8,940 tons, will leave as above on 6th December, at Daylight.
Cheap rates Hongkong-Shanghai 25 1st class, 24 2nd class and 23 3rd class.

MONTHLY ORDINARY SERVICE.

S.S. CHINA, 11,800 tons, will leave for TRIESTE, PLOME and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, about 31st October.
S.S. NIPPON, 13,950 tons, will leave as above about 3rd December.

TO KOBE.

S.S. NIPPON, 13,950 tons, will leave as above and to Yokohama via Shanghai about 31st October.
S.S. PERSIA, 12,500 tons, will leave as above about 30th November.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
Cargo taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER WIELER & CO., Agents,
PRINCE'S BUILDING.

Hongkong, January 3, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light, Excellent cuisine.

FOR SWATOW, AMOY & FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
HAIBANG	Capt. A. E. Hodgins	TUESDAY, 29th Oct., at 11 A.M.
HAIBOING	Capt. W. O. Passmore	FRIDAY, 25th Oct., at 11 A.M.
HAIBAN	Capt. J. S. Roach	TUESDAY, 29th Oct., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

STEAMERS	CAPTAIN	LEAVING
HAIBUN	Capt. J. W. Evans	SUNDAY, 20th Oct., at 10 A.M.
		WEDNESDAY, 23rd Oct., at 11 A.M.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

THE EASTERN & AUSTRALIAN MAIL SERVICE
TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION)

STEAMERS	LEAVE HONGKONG FOR AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	Oct. 18.	Nov. 9th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans, & daily qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & CO.
Agents.

Hongkong, November 2, 1908.

NOTICE.

RUSSIAN VOLUNTEER FLEET.

The Steamers of the Russian Volunteer Fleet calling at Hongkong once a month both way Homeward and Outward, will (apt cargo and passengers for the ports they have to call on the way, according to the schedule as—

HOMEWARD BOUND steamers for Singapore, Penang, Colombo, Djibouti, Djeddah, Hodeidah, Port Said, Constantinople, Odessa.

OUTWARD BOUND steamers for Nagasaki and Vladivostok.

The Hongkong Agency of the R. V. F. will also accept cargo and issue through Bills of Lading for all Black and Azov Sea Ports with transhipment at Odessa, and for Baku and all ports of Tatarian Strait and Kamchatka, with transhipment at Vladivostok.

Cargo for all European Ports not mentioned in the steamers schedule would not be accepted by this Agency.

Next steamer for Odessa via ports is S.S. 'KIEV' 5,500 R.T., Commander Isky, expected to arrive in Hongkong about the 21st of October.

Next steamer for Vladivostok via Nagasaki is S.S. 'KOURSE' 6,400 R.T., Commander G. Fedalka, expected to arrive in Hongkong about the 24th of October.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF,
AGENT.

Russ. Mission, Nos. 12 and 14, Third Floor.

Telephone 1124

Hongkong, Sept. 20, 1912.

Shipping

INDRA LINE, LIMITED.
FOR BOSTON & NEW YORK via
SUEZ CANAL.
(With liberty to call at the Malabar Coast).

THIS Steamship
INDRAKUALA.
Captain A. H. SUTTER, will be despatched as above on 6th November.

This steamer has superior accommodation for a limited number of Passengers. Fare to Baltimore of New York £35.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, October 17, 1912.

Notices to Consignees

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD,
BREMER.

NOTICE TO CONSIGNEES.

THIS Steamship
PRINZ ETEL FRIEDRICH,
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuable are being landed and stored at their risk into the warehouses and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon & West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forward on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.
No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 23rd of October will be subject to rent.
All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 23rd of October, at 3.30 p.m.

All claims must reach us before the 30th of October, 1912, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MAGERS CO.,
General Agents.

Hongkong, October 14, 1912.

'BARBER' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. MUNCATTE CASTLE
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th prox., or they will not be recognized.
All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 2.30 p.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, October 15, 1912.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN
PORTS & MANILA.

CONSIGNEES of CARGO per Steamship MONGOLIA.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for transshipment, and take immediate delivery of Cargo from the Company's Godown at West Point. Cargo will be landed immediately on arrival of steamer at Consignees' risk.
Cargo remaining undelivered on MONDAY, 21st October, 1912, at noon will be subject to landing and storage charges.
No claims will be entertained for outages or damage unless packages have been examined prior to delivery and list of exceptions furnished consignees.

No Fire Insurance whatever will be effected.
All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, October 19th, 1912, at 10 a.m.
All claims must be filed on or before November 12th, 1912, otherwise they will not be recognized.

FRED J. BALDWIN,
Agent.

Hongkong, October 14, 1912.

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PURELY NATIVE DIRECTION.

The Chinese Mail

THE CHINESE MAIL, LTD.

THE CHINESE MAIL, LTD. AND
COMMERCIAL JOURNAL.

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CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.

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VARIOUS PORTS OF CHINA AND JAPAN.

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